

protrusion from said fenders.

- 11) (original) The monitoring system of claim 10 wherein the locations of said first and second video assemblies are selected such that the requisite viewing angles to properly cover areas contiguous to the sides of the vehicle match the viewing angle of said third video assembly, thereby causing said screens to show pictures of equal magnification.
- 12) (currently amended) The monitoring system of claim ~~10~~ 9 wherein said first and second video assemblies are located at sites between 65% and 80% of the distance measured from said windshield toward said bumper.
- 13) (original) The monitoring device of claim 2 wherein said image reversing means is an optical prism positioned in front of said lens which is forwardly directed.
- 14) (currently amended) The monitoring device of claim ~~2~~ 12 wherein the viewing angle of said optical lens is between 35 and 46 degrees.
- 15) (original) The monitoring device of claim 14 wherein no portion of said video assemblies protrudes more than 2 inches outwardly from the vehicle.

REMARKS

The claims have been amended so as to more clearly delineate Applicant's invention. No new matter is involved in the amended claims.

Applicant's invention is a rear view monitoring system for motor vehicles. It employs three video assemblies, two of which view regions rearwardly at opposite sides of the vehicle, and the

third views the region directly rearwardly of the vehicle. Each assembly has an optical lens which gathers light at a particular viewing angle to produce a focused image, and a camera body which converts the image to an electronic signal capable of adjustment and transmission by electrical conductors. The assemblies also have provision for reversing the image to a mirror-image format. The mirror images are of substantially equal magnification and are displayed as pictures on screens mounted within the vehicle at positions generally associated with conventional rear view mirrors. The pictures permit partial overlapping of views, thereby enabling the driver to exercise his usual technique of looking at both the center mirror and a side mirror to confirm the absence of a blind spot.

All claims have been rejected under 35 U.S.C. 103(a) as being unpatentable over Bauer et. al. (U.S. 6,672,745) in view of Schofield et. al. (U.S. 6,222,447).

Bauer et. al. concerns a system for lighting regions adjacent an automotive vehicle employing traditionally located vehicle lamp housings, and discloses the use of image-capturing devices associated with said lamp housings. There is essentially no disclosure of the viewing of rearward areas contiguous to the left and right sides of the vehicle. Neither is there disclosure of mirror image views on the display screens and equally sized and partially overlapping views.

Schofield et. al. discloses a vehicle rear view monitoring system wherein left, right and center views are integrated into a single screen.

Applicant's three separate monitor screens not only provide

the driver with a conventional viewing system which he is accustomed to, but also permits slight overlap of images without causing confusion. For example, in Schofield's single integral screen, as shown in his Figure 3, any overlapping adjacent the central image at boundaries 50 and 52 would cause considerable confusion.

In Applicant's separate screens, not only can overlapping of views be presented without confusion, but such overlapping of images is traditionally preferred by drivers. When a driver is observing a rearward vehicle in lanes to the left or right of his vehicle, he usually looks at both his central mirror and appropriate side view mirror to see partially overlapping views for confirmation that there is no blind spot. This is the only way to verify that no other rearward vehicle exists in an intervening space between what is seen in either mirror separately.

Schofield's system does not permit the assurance provided by the partial overlapping of views. He clearly states at col. 5, lines 61-64 that "-- the image portions at boundaries 50 and 52 are continuous whereby composite image 42 is a seamless panoramic view rearwardly of the vehicle." In this connection, it should be noted that the Examiner is in error in his specific comments concerning Applicant's claims 6 and 7. It is also apparent that, with respect to the feature of controlled overlapping of pictures, Schofield's approach is completely opposite to the Applicant's approach.

Regarding claim 12, the Examiner states that, because neither Bauer et. al. nor Schofield disclose video assemblies located at sites between 65% and 80%, "-- it is merely a matter of design choice to locate the video assemblies at a certain percentage of

the distance from the windshield to the bumper --". This assertion by the Examiner is unwarranted. In fact, the placement of the video assemblies and their viewing angles represents an unobvious critical combination which produces undistorted complete images and enables all three screens to show pictures of the same degree of magnification.

Regarding claim 14, the Examiner makes the unwarranted assertion that "-- it is merely a matter of design choice to specify other range of angles." This is inconsistent with the fact that Schofield et. al. discloses at col. 4, lines 62-63 a viewing angle range of 55 to 70 degrees, and at col. 5, lines 2-3 a viewing angle range between 60 and 75 degrees, whereas Applicant's range is 35 to 40 degrees. Applicant's narrowly defined viewing angle range, in combination with his placement of cameras has been found to produce unobvious improvements in image quality without sacrifice of adequate coverage of areas to be viewed, and further enables all three pictures to be of equal magnification without distortion.

The question under 35 U.S.C. 103 is whether Applicant's invention as a whole is obvious to one of ordinary skill in the art following the teachings of the cited references of record. It is impermissible within the framework of 35 U.S.C. 103 to choose from any one reference only so much as will support the Examiner's position, to the exclusion of other parts necessary for a full appreciation of what the reference fairly suggests to one of ordinary skill in the art (in re Wesslau, 147 U.S.P.Q. 391).

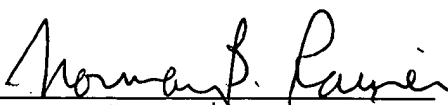
Applicant's invention, which successfully achieves certain specialized objectives, embodies an unobvious combination of

several principles in a manner to produce unexpectedly improved results. For the Examiner to arbitrarily select features from references to attempt to reconstruct Applicant's invention is tantamount to a critical selection of inventive import, and does not appear to be proper basis for denial of patent rights. Even so, the Examiner has not found the several features or principles of Applicant's invention in the cited art references. Instead, the Examiner implies that, although Applicant's invention cannot be pieced together from features taken directly from the prior art, it would be obvious to modify said features or arbitrarily add needed features to conform with Applicant's invention. Applicant respectfully traverses this implication, particularly because the cited references do not involve the objectives or advantages of the rear view monitoring system of the instant invention.

In view of the foregoing discussion, removal of the rejection based upon 35 U.S.C. 103(a) would appear to be in order, and is respectfully requested.

Applicant's claims are narrowly drawn, fully supported by his specification, and unanticipated by the prior art. It is believed that, for the reasons presented herein, all claims (Claims 1-4, 8-15) are now in condition for allowance. Accordingly, re-examination, reconsideration, and early allowance of said claims is earnestly solicited.

Respectfully submitted,


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